



Public Works and Safety Committee
Standing Committee Meeting Agenda
Tuesday, February 18, 2014
4:30 PM

Location:

Municipal Office Building
701 N 7th Street
Kansas City, Kansas 66101
5th Floor Conference Room (Suite 515)

<u>Name</u>	<u>Absent</u>
Commissioner Mike Kane, Chair	<input type="checkbox"/>
Commissioner Hal Walker	<input type="checkbox"/>
Commissioner Tarence Maddox	<input type="checkbox"/>
Commissioner Angela Markley	<input type="checkbox"/>
Commissioner Jane Philbrook	<input type="checkbox"/>
Jeff Bryant - BPU	<input type="checkbox"/>

I. **Call to Order / Roll Call**

II. **Approval of standing committee minutes from January 13, 2014.**

III. **Committee Agenda**

Item No. 1 - RESOLUTION: MISSOURI RIVER-JERSEY CREEK CONNECTOR TRAIL

Synopsis:

A resolution declaring the Missouri River-Jersey Creek Connector Trail Project (CMIP 1611) to be a necessary and valid improvement, and authorizing a survey of land for said project, submitted by Jerod Letcher, Engineering.

Tracking #: 140040

Item No. 2 - RESOLUTION: PUMP STATION NO. 12

Synopsis:

A resolution declaring Pump Station No. 12 (3102 W. 43rd Ave.) Elimination (CMIP 6303) to be a necessary and valid improvement, and authorizing a survey of land for said project, submitted by John Menkhus, Engineering.

Tracking #: 140041

IV. Adjourn

**PUBLIC WORKS AND SAFETY
STANDING COMMITTEE MINUTES
Monday, January 13, 2014**

The meeting of the Public Works and Safety Standing Committee was held on Monday, January 13, 2014, at 5:00 p.m., in the 5th Floor Conference Room of the Municipal Office Building. The following members were present: Commissioner Kane, Chairman; Commissioners, Walker, Maddox, Markley, Philbrook; and BPU Board Member Bryant.

Chairman Kane called the meeting to order. Roll call was taken and all members were present as shown above.

Approval of standing committee minutes for December 16, 2013. **On motion of Commissioner Philbrook, seconded by Commissioner Markley, the minutes were approved.** Motion carried unanimously.

Committee Agenda:

Item No. 1 – 140008... **Update on the new transit route in Rosedale that was approved by the commission during the 2014 budget process, submitted by Emerick Cross, Transportation Director.**

Emerick Cross, Transportation Director, said in the last budget session in 2013, the commission basically charged Transit with a couple of things; running a new route proposed in the Rosedale area, basically running from Rosedale to Argentine and vice versa. The commission allocated \$140,000 at that time for that project. To do that, we have hired Mark Swope with Olsson & Associates to do a quick route analysis. He did a great job in a short amount of time to turn around the information that we needed.

Since we have done the analysis, we have learned that \$140,000 is probably going to get us about six months of operating time with the ATA running the route in 2014. I know the commission wanted us to start the route in early 2014, maybe even as early as January. That is not going to be possible; however, we have \$140,000 for six months in 2014. What we are

recommending at this time is that we start the route July 1, 2014, so the route runs through the second half of 2014 and we don't start the route April 1, 2014, because it would then end in October 2014. This way it will give us time to go through another budget cycle and if we choose to keep the route and keep operating the route in 2015, that will give us enough time and enough information at that point to do so.

Chairman Kane asked does everyone on the commission understand what he is saying. I think the concern is, is to start a bus route and then stop it because it's short of funding. If we go through another budget cycle, we can start and have a six month window. As we do our budget, then we can fund it fully for next year. **Mr. Cross** said yes. Ideally in transit, it would be good to start it in the spring or summer. Ideally you don't want to start in January because of low ridership anyway. If we start July 1, 2014, we have plenty of time to identify all the bus stops up and down the corridor and all the amenities that will be needed and associated with the route to get them in place and get them ready to go. The ATA needs up to two months of lead time to go through their union process to schedule the route out and have the capital of the buses ready to go and ready for the route to operate.

Commissioner Walker asked can't we also approach it from the standpoint of—the reason we're doing this is because people need the transportation. The sooner we get it to them, the better. We will have completed not only our actual budget but our amended budget by the time the money runs out if we start in April. If we're not going to fund it again, we might as well kill it rather than kill it in the middle of winter. I guess my attitude is an amended budget item will undoubtedly have to be prepared the same as a budget item. The question is, are we going to be willing to fund it by an amendment to the budget for the additional—**Mr. Cross** said \$80,000. **Commissioner Walker** said to complete the rest of the year before the next year begins. I'm assuming that we will, but if we won't, then you say it ends in October? **Mr. Cross** said correct. **Commissioner Walker** said that's another way to look at it. I am just suggesting that as an alternative. It's not important to us. It's okay for all of us because we have cars. It's the people who don't have buses that are going without for another three months during the spring and the summer when they have lives to live. I guess I am not as concerned about starting in April unless it's just logistically impossible to do that.

Commissioner Markley said so you are saying start in April and then to get more budget money, we do an amendment to this year's budget. I'm making sure I'm following you. **Commissioner Walker** said exactly. **Commissioner Markley** said that makes sense. **Commissioner Walker** said unless there is some reason that we are not going to want to do an amendment to the budget. The administrator is here. I don't know if we have anybody from Finance.

Chairman Kane said part of the problem is finding the \$80,000. I agree with you. I want to start it as soon as we can. I think once we start it, we need to fund it from here on out. I don't want to—I don't know if we can find the \$80,000 for this year, but I really think that the goal should be once we start providing the service, there is no interrupted service and it is continued and we plan every year for it. That's part of my concern.

Commissioner Walker asked what are you asking for tonight. **Mr. Cross** said there's no action requested. This is more of an informational update to discuss these options. **Commissioner Walker** asked when are we going to move on this then. Don't we have to either approve or reject this and send it up to the full commission? **Mr. Cross** said at this point, the way I understand it, due to the new UG financial policy, if we need to approve the \$80,000, then that has to go to the full commission. **Chairman Kane** said but if we decide to do it starting in June or July, I can't remember which month, then we don't have to go back to the commission; we just start it and then we plan for next year's whole year to budget the buses. **Mr. Cross** said yes and it can be addressed in the budget cycle as Commissioner Walker stated.

Commissioner Philbrook said, Commissioner Kane, I really do agree with you as far as starting and stopping. I mean because you start it and then people become dependent on something and then you pull it away from them. I don't feel good about that. As far as coming up with another \$80,000, I don't know either on that. **Chairman Kane** said I can go either way. It's hard enough to fund the bus system this first six months. In my mind, I think we are better off starting in July, let them do it, and then next year say here's the full year's funding so everyone knows that this bus system is going to happen from here on out or as long as we can fund it.

Commissioner Philbrook said I would like them to be able to believe that they can depend on us that once we start something, we will stay with it as long as we can if it is something we can afford to and need to do.

Chairman Kane asked would it be best for you guys if we went ahead and made a motion to start it in July—**Mr. Cross** said that way we can start planning and using that as our start date with Public Relations and Marketing, as well as the infrastructure that needs to be in place for July 1, 2014.

Action: **Commissioner Philbrook made a motion, seconded by Commissioner Maddox, to start the bus route in July.** Roll call was taken and there were six “Ayes,” Kane, Walker, Maddox, Markley, Philbrook, Bryant.

Outcomes:

Item No. 1 – 140007... Infrastructure. Presentation and discussion on a list of projects that staff considers good candidates from which to select projects for federal transportation funding, submitted by Bill Heatherman, County Engineer.

Bill Heatherman, County Engineer, said Bob is handing out extra copies of the attachment to this item. Again, regarding the goals and the CMIP process, in December we informed you that the Mid-America Regional Council federal application processes would be kicking off soon. We still expect to have the call for projects later this month with applications due in March. We understand the committee’s desire to be involved in these discussions and to see an earlier start to the CMIP process. This is our second presentation on the upcoming federal application rounds.

What we have attached is a list of candidates. Typically the Public Works Department maintains an overall view of the projects that have gone through some level of pre-planning or had been proposed, maybe is already in the CMIP or have been proposed for the CMIP in years earlier, particularly related to those projects that meet the criteria for federal funding under the different funding pots. Having said that, this list is intended to get the discussion started. If you are aware of other projects that you would like staff to look at, this would be a great opportunity

to share those with us. If you would like information about why we proposed this particular list as our starting point for evaluations, I can explain that.

I can also touch base on the fact that the Mid-America Regional Council process is an important piece of the federal funding, but it is by no means the only way that KDOT or the feds make infrastructure investments in the county. There are several other very high profile, big ticket projects that are either ongoing now or will be going on in the future. If you are interested in a status update on those, I can share that also.

What Bob handed out is the list of projects and I can walk through those and explain the rationale that we used to arrive at that. I'll draw your attention to the disclaimer at the bottom though first. These are just some of the above projects. This list, even in and of itself, is substantially more project work than we would have a realistic expectation to get so it's by no means the minimum list. We wouldn't be able to apply and succeed for even this list of projects. It doesn't include Edwardsville or Bonner Springs because entities make applications as cities. We remain available to evaluate any other project locations that someone might propose and compare that to the eligibility criteria for the grant.

Commissioner Philbrook said why don't you go ahead and read the list off. **Mr. Heatherman** said the Surface Transportation Program which is the largest funding category, typically funds arterial roadways and bridges. That's the type of projects those are meant for. 65th St. & Riverview Ave. both had emergency bridge repairs. We would like to move forward on getting those bridges replaced. 65th is the more straight forward bridge replacement and doesn't have as many development related implications so we'd proposed to consider that as one that's a good candidate for federal funding.

Commissioner Walker asked isn't that bridge eligible for TIF. It's the Turner Woods Development Project. Are we talking about the same one? **Mr. Heatherman** said we're actually talking about the other bridge; the next bridge to the east on the Turner Diagonal at 65th St. **Bob Roddy, Director of Public Works**, said depending on if there was a development project out there. **Commissioner Walker** said one of them is Riverview and one of them is 65th. **Mr. Heatherman** said Riverview is the one that came up for the discussion in the recent Socrates Project. **Commissioner Walker** said correct. **Mr. Roddy** said but either or both, if you had a big enough project, it could be a TIF expense. **Commissioner Walker** said yes, that's why I am

questioning whether this is the one that would require priority attention compared to something else where we're not going to have the possibility of TIF ever replacing it. **Mr. Heatherman** said I think the best thing for me tonight is just to take note of the comments and questions that are raised. We have an awful lot of additional work before we make the final recommendation. **Commissioner Walker** said and it's just the thought. We don't have that project in hand but it could be done by TIF dollars rather than by these funds if we can allocate them where we can't use TIF. **Mr. Heatherman** said that's correct, sir.

The other four projects that we've thrown out are our various major roadway corridors that are either in the CMIP now or have had some level specific visioning or discussion recently: Leavenworth Road, Central Avenue, Minnesota Avenue, and Rainbow/7th Street, and I would stand open to any other suggestions.

I do want to point out on Leavenworth Road, we are by no means suggesting that we could do all of I-635 to 91st that needs to be done. What we would suggest is that corridor is not seeing the same level of investment as its sisters State and Parallel and we would start somewhere and kind of keep growing out from there. Central is actually in the CMIP currently. This might be a way of leveraging additional finds. Minnesota Avenue would be the completion of the downtown to the same standard that was completed in the transit project for the half block on either side of 7th. Rainbow/7th Street, actually that would be if the city were to elect to upgrade that transit route.

You'll notice several transit projects here. A month ago, we let you know there was some discussion about setting aside a minimum 15% for transit that was being discussed at the Mid-America Regional Council level. We were looking to make sure that we had some candidates of our own for transit should that policy be adopted regionally; however, that request has been dropped. The committee that was promoting that 15% has asked that it not be implemented in that manner. There isn't that issue to deal with in this upcoming funding round. We can talk about that additionally if you would like. The bottom line is the rules are just all the projects compete. They each have a scoring system, and transit projects are eligible projects, but they are not going to impose a minimum goal or quota.

Commissioner Markley said you use this word reconstruction. When we say reconstruction, we're talking about roads, curbs and sidewalks. We're talking about a larger project than our sort of grind & overlay. **Mr. Heatherman** said that is correct. **Commissioner Markley** said I just

want to clarify that because I think maybe not all of our commissioners have discussed their roads as often as I have. It's sort of a different deal. **Mr. Heatherman** said right. This is the kind of makeover level investment that this particular federal funding pod is designed to provide federal funds to.

Commissioner Markley said as far as coming up with any sort of arterial of these major roads, what are the factors you consider in determining whether a road is large enough if there is no traffic to qualify under this grant. How does that scoring system work that helps some roads to be eligible and some not? **Mr. Heatherman** said at the MARC level, there are several factors. Some of them are core transportations. What's the annual daily traffic? What's the accident history look like on a road? How many lanes is the road? What type of adjacent development is it serving? Another big section is, I guess what they would call, the creating quality places aspect which is this redevelopment area. Is this a historical roadway with environmental justice issues or economic redevelopment opportunities? You are going to get more points in the MARC scoring system when you are showing projects that do the kind of reinvestment that frankly we have a lot of opportunity to do versus say purely a capacity building project where you are just adding lanes. If you want, I can hit on some of the others that are on this list and then we can take some more questions.

Transportation Alternative Program is a combination of what used to be several separate pots of money; Safe Routes to School being one and what they call Transportation Enhancement for Trails. They have lumped that all together to compete for one federal set-aside program. We have our Safe Routes to Schools which we will continue proposing. The specific schools here are actually the ones that the school districts and the principals have kind of brought up to our attention. The Safe Routes Program, you have to do more than just build a sidewalk. You have to create the education and outreach programs. What we found is we need the schools to be on board before we common propose sidewalks. That is not to say that other schools beyond those listed couldn't be considered, particularly if the school district requested and wanted to see that happen.

Bike routes, as you know, there is an infrastructure action team that's an outgrowth of The Healthy Communities Wyandotte Initiative. They've actually been working quite hard on various recommendations. They have a recommendation that I think they have been making appointments to meet with different commissioners that's focused on what they call the transportation routes; the ones where people might actually use to get to work and back.

January 13, 2014

They are going to be starting a separate set of recommendations for recreational focused trail options. If the committee wishes to see us move forward on kind of making a down payment on the bike type commuter projects, they are working on a recommendation to the city. It would probably be a corridor where you can do striping and signage without needing to do a lot of other disruption or impact. We've left a placeholder for a project at that type. Those compete extremely well in this funding category.

State Avenue Bike & Pedestrian Trail continuation from Sporting Way to 130th. That is a project application that we already worked on and submitted once. We actually got so much money that we couldn't take all of it and meet our local shares, but we still have that application and we could move quickly on it.

The last, Congestion Mitigation/Air Quality. Those tend to be intersections, traffic congestions or other miscellaneous projects. 18th & Central intersection itself, the five-legged intersection, 7th Street Commuter Bike Route, which would be the last connection up to the US-69 bridges or possibly things like transit vehicle upgrades. This particular funding program has a little more flexibility for some of those fleet type issues.

Commissioner Maddox said up under Transportation Alternatives Programs, I don't see William Allen White. I know, Bill, I had spoken with you in the past about driving that way frequently and seeing young people who have to walk down in ditches and different stuff. I know that you said the school district brought these sites forward, but what role do we play in possibly putting different schools and names on there as well? **Mr. Heatherman** said reminding me of it is a good start. I am going to note it down and we will talk with the school district. Certainly if the principals in the school district are interested in any particular area that helps. By all means feel free to have your own conversations with your constituents. That's a good point. I should have actually probably had that on there already. **Commissioner Maddox** said it's pretty unsafe because if it's snow or ice on that street the kid doesn't have a sidewalk and again they are walking down in the ditches or on people's yard. I am just surprised that something hasn't been done by now. William Allen White has been there for a while and right next to West Middle School, which is another school. **Commissioner Walker** said I agree with Commissioner Maddox. That was one on my list too. I haven't seen all the schools. It's one of the worst. It certainly can use the attention.

Mr. Roddy said I would just like to reinforce what Bill said. It is essential that the school and the principal get online. We can't force it down and they have to be active participants in the whole process or it won't go.

BPU Board Member Bryant said on the one for Oak Grove Elementary, I know the bond passed to rebuild the school and I would hope that if it does end up on the list that nothing is really done until after the construction is done so that we don't have the construction vehicles tearing up new construction for that area. **Commissioner Walker** said well either that or it be done in conjunction and be built at the same time. **Mr. Heatherman** said actually on that, that's kind of a case of good things coming together from multiple directions. The Oak Grove Street reconstruction is an authorized CMIP project. We were going to be building the sidewalk up the street itself. The school district, with their redevelopment, can make better internal connectivity and so this might be then reaching those sidewalks out into the neighborhood and really transforming that school from one that you would never walk to right now to one that could actually have that.

Commissioner Walker said I forget the name of the school too but it may not be eligible. I've talked to you about it where—**Mr. Heatherman** said Noble Prentis. **Commissioner Walker** said where the sidewalk just stopped in the middle. We ran out of money, I think, is what I was told. That sidewalk needs to be completed down to that school. It is utterly useless right now. **Mr. Roddy** asked are you talking about 14th St. **Commissioner Walker** said 14th; I think it is Noble Prentis. **Mr. Heatherman** said Noble Prentis. The issue on Noble Prentis is the terrain gets extremely difficult, so I would certainly make a note that Noble Prentis is another school that we should look at.

Commissioner Markley asked in this category on this Transportation Alternatives Program, is there a reason we don't have any sidewalks on that list because maybe it's not covered. So we have this master plan for sidewalks that includes sort of a bus route component. I just sort of feel like we did this master plan for sidewalks and then we are not doing anything with it so I am wondering if that's an option for that category. **Mr. Heatherman** said I would have to relook at it. Regular sidewalk extensions by themselves weren't really the focus, but all of those Safe

Routes to School projects are sidewalk projects at their core. The others tend to lean toward more regional type bike and pedestrian recreational facilities as opposed to just regular sidewalks.

Commissioner Philbrook said say a little bit more about the congestion mitigation air quality section. **Mr. Heatherman** said I can. Let me do one thing real quick; however, Ms. Markley. For example, Leavenworth Rd. enhancements. In order to get sidewalks on Leavenworth Rd., you have to transform the road pretty dramatically so effectively that's a case of using federal money to make sidewalks possible where they wouldn't otherwise be. I think we are working to use these funds in a way that advances the Complete Streets philosophy in the sidewalk and trail plan. As far as congestion mitigation air quality, you have to go through a much more rigorous point system to basically demonstrate how much air pollution is being removed, how much reduction and congestion there is. There is kind of a very limited subset of project types that tend to score well. Traffic signalized intersections with lots of congestion issues score well. Some of the bike trail projects score well; maybe they shouldn't but they do. It's kind of a way to slip a few in. Anything that invests in transit, as long as it is an eligible federal expense and you can show that the transit ridership would help offset car trips, tend to score well in that category.

Adjourn

Chairman Kane adjourned the meeting at 5:26 p.m.

tp



Staff Request for Commission Action

Tracking No. 140040

- Revised
 On Going

Type: Standard

Committee: Public Works and Safety Committee

Date of Standing Committee Action: 2/18/2014

(If none, please explain):

Proposed for the following Full Commission Meeting Date:

Confirmed Date: 3/6/2014

3/6/2014

Changes Recommended By Standing Committee (New Action Form required with signatures)

Date: 1/30/2014	Contact Name: Jerod Letcher	Contact Phone: 573-5400	Contact Email: smitchell@wycokck.org	Ref:	Department / Division: Engineering
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Item Description:

Project: Missouri River- Jersey Creek Connector Trail Project, CMIP #1611; KDOT# 105 N-0604-01

This Resolution declares that this project is a necessary and valid improvement project. This Resolution directs the Chief Counsel to cause a survey and description of such parcels to be undertaken and prepared by a licensed land surveyor or a professional engineer to identify and describe the property to be acquired for this project, and to submit an Ordinance authorizing the exercise of eminent domain and to undertake all other necessary actions to complete the acquisition of such parcel.

Action Requested:

Adopt Resolution

Publication Required

Publication Date:

Budget Impact: (if applicable)

Amount: \$

Source:

Included In Budget In CMIP

Other (explain)

 File Attachment

 File Attachment

 File Attachment

RESOLUTION NO. _____

A RESOLUTION declaring the necessity and authorizing a survey and descriptions of lands necessary to be condemned for the construction, maintenance, operation, use and repair of the **Missouri River – Jersey Creek Connector Trail Project, CMIP #1611**, all in Wyandotte County, Kansas.

BE IT RESOLVED BY THE COMMISSIONERS OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS

SECTION 1. It is hereby found and determined necessary that certain lands be condemned for public use providing for land necessary for construction, maintenance, operation, use and repair of the **Missouri River – Jersey Creek Connector Trail Project – CMIP #1611**. This project will seek to obtain temporary construction easements for installation of a bike/pedestrian trail extension along 5th Street from Jersey Creek to Rowland and continuing along Rowland to 7th Street . This project is all in Wyandotte County, Kansas.

SECTION 2. The Board of Commissioners hereby directs and authorizes its Chief Counsel to cause a survey and description of such parcels to be undertaken and filed with the Clerk of Wyandotte County/Kansas City, Kansas; to thereafter prepare and submit to the Board of Commissioners an ordinance authorizing the exercise of eminent domain with respect to such parcels; and upon approval of the same by the Board of Commissioners to initiate eminent domain proceedings in the District Court of Wyandotte County, and to undertake all other necessary actions to complete acquisition of such parcels.

SECTION 3. This resolution shall be published once in the official County, newspaper, The Wyandotte Echo.

ADOPTED BY THE COMMISSIONERS OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS

THIS _____ DAY OF _____, 2014.

UNIFIED GOVERNMENT CLERK

APPROVED AS TO FORM:

KENNETH J. MOORE
Deputy Chief Counsel



Staff Request for Commission Action

Tracking No. 140041

- Revised
 On Going

Type: Standard

Committee: Public Works and Safety Committee

Date of Standing Committee Action: 2/18/2014

(If none, please explain):

Proposed for the following Full Commission Meeting Date:

Confirmed Date: 3/6/2014

3/6/2014

Changes Recommended By Standing Committee (New Action Form required with signatures)

Date:	Contact Name:	Contact Phone:	Contact Email:	Ref:	Department / Division:
1/30/2014	John Menkhus	573-5400	smitchell@wycokck.org		Engineering

Item Description:

Project: Pump Station No. 12 (3102 W 43rd Ave) Elimination, CMIP 6303

This Resolution declares that this project is a necessary and valid improvement project. This Resolution directs the Chief Counsel to cause a survey and description of such parcels to be undertaken and prepared by a licensed land surveyor or a professional engineer to identify and describe the property to be acquired for this project, and to submit an Ordinance authorizing the exercise of eminent domain and to undertake all other necessary actions to complete the acquisition of such property.

Action Requested:

Adopt Resolution

Publication Required

Publication Date:

Budget Impact: (if applicable)

Amount: \$

Source:

Included In Budget Consistent with CMIP

Other (explain)

	File Attachment	File Attachment	File Attachment
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(Published _____)

RESOLUTION NO. _____

A RESOLUTION declaring the necessity and authorizing a survey and descriptions of lands necessary to be condemned for the construction, maintenance, operation, use and repair of the **Pump Station No. 12 (3102 W 43rd Ave.) Elimination Project, CMIP #6303**, all in Wyandotte County, Kansas.

BE IT RESOLVED BY THE COMMISSIONERS OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS

SECTION 1. It is hereby found and determined necessary that certain lands be condemned for public use providing for land necessary for construction, maintenance, operation, use and repair of the **Pump Station No. 12 (3102 W 43rd Ave.) Elimination – CMIP #6303**. This project will install a new gravity sewer to the South & West of 43rd Ave and connect to an existing sewer East of Puckett Rd with expected construction in 2014. This project is all in Wyandotte County, Kansas.

SECTION 2. The Board of Commissioners hereby directs and authorizes its Chief Counsel to cause a survey and description of such parcels to be undertaken and filed with the Clerk of Wyandotte County/Kansas City, Kansas; to thereafter prepare and submit to the Board of Commissioners an ordinance authorizing the exercise of eminent domain with respect to such parcels; and upon approval of the same by the Board of Commissioners to initiate eminent domain proceedings in the District Court of Wyandotte County, and to undertake all other necessary actions to complete acquisition of such parcels.

SECTION 3. This resolution shall be published once in the official County, newspaper, The Wyandotte Echo.

ADOPTED BY THE COMMISSIONERS OF THE UNIFIED GOVERNMENT OF WYANDOTTE COUNTY/KANSAS CITY, KANSAS

THIS _____ DAY OF _____, 2014.

UNIFIED GOVERNMENT CLERK

APPROVED AS TO FORM:

KENNETH J. MOORE
Deputy Chief Counsel